

Visit the Buick Exhibit

Auto Carnival Week

February 10th to 15th

All 1913 Models on Display

After inspecting our Exhibit, we will be pleased to send you in one of our cars to any show room you care to visit.

Buick Motor Company,

Factory Branch,

Conn. Ave. at L St.

We Wish to Talk to Level-Headed Automobile Owners.

If you are interested in reducing the wear and tear on the machinery of your car or truck and in increasing its life and efficiency, you should see the demonstration of

INVADER OILS

—the oldest and best known brand of automobile oils on the market.

A ten-minute talk with us may mean the saving of many dollars.

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PROPER CARE OF BRAKES

Advice to Woman Who Is Learning to Run Auto.

When a woman has determined to become the driver of a motor car and is giving her attention to the study of the gasoline engine she should endeavor to familiarize herself with the operation of the car. To disengage a clutch and apply the brake will become practically automatic; it will be the natural thing to do in case of an emergency. She should accustom herself to the frequent use of the emergency brake. When an emergency arises and one has no time to think of what is the proper thing to do, the driver of a car will invariably perform that operation which has become most natural to her. It is very easy to ruin the best brakes by slipping them until they are burned out. The really good driver will not use the brakes often.

She will have her car always under control and will learn to check the speed by throttling. She should always be sure that one clutch is disengaged before engaging another. When turning the car it is quite unnecessary to disengage the clutch or to apply brakes; the speed of the car should be checked by throttling as the car is approached—opening up when about half way around. Do not open up, however, until you are certain the road is clear around the corner. In going up hills do not rush them. When you strike the grade open up, but take them at a moderate pace. The woman beginner will have a tendency at first to hang on the steering wheel with a death grip; this is wholly unnecessary and it is best to

guard against it. A slight touch is quite sufficient to guide the car or turn it in any direction. Of course, one must keep the hands on the wheel steadily so that a stone or a rough place in the road will not jolt it away and thus make the driver lose control of the wheel.

One should learn to control the speed of the car with spark and throttle as much as possible. The beginner should remember that the rule is to use the spark for speed and throttle for power. Never lose confidence in your own ability to control your car. A thorough study of every part of the entire car will give you the confidence. All machinery requires more or less attention and lubrication, and the motor car is no exception by any means. If a car is run without proper lubrication and adjustment the result will be loss of power and damaging of parts. It is not necessary or advisable to dismantle a car to learn its construction, but a careful study of all its working features is of the greatest importance.

Periodical Gear Examination.

A periodical examination of the gears should be made from time to time to ascertain if on all speeds—forward and reverse—the teeth of the gears and the dogs mesh home as they should do. If the change-speed system is one in which the position of the lever is controlled by notches in a quadrant, it is a fairly easy matter to correct the mesh by fitting the fresh notches and closing up the old ones, although in reality the proper place to adjust matters is to make good the parts which have actually worn. This last is, however, an expensive affair, and involves taking the gears right out in most cases, although it is sometimes possible to remove the sliding forks, and either set them if they are strained or thicken them up by riveting a piece of steel plate to their sides if they or the grooves they work in are worn. In any case, do not tolerate gears which do not comfortably mesh. Alter the notch, or make good the defect other than indicated in time or you will, sooner or later, be faced with the expense of paying for renewing a set of gears which otherwise might have lasted for a long period of hard service.

ELECTRICS ON DISPLAY THIS WEEK.



MOTOR TRUCKS CAUSE MUCH SAVING OF TIME AND MONEY

Every Day Increases the Rank of Merchants Who Have, for the Best of Business Reasons, Done Away With Horse and Wagon Delivery and Substituted Autos.

Changes bring trouble. Seldom, indeed, is it possible to adopt an innovation in the way of labor-saving equipment without experiencing some of the hardships of pioneering. Every man who tackles a job of planning for improvement or increasing efficiency and its attendant demand for new devices appreciates at the outset that he has a problem which is bound to call for trials, comparison of economies and discussions of relative costs and a great many other things before a decision can be satisfactorily reached. It is a possibility that the thing will work out right the first time, but it often happens that results are governed by an unaccountable arrangement prompted by a hasty decision or inability to accomplish a certain work on a truly economical basis.

Changes Delivery System.

The coming into daily use of the motor driven vehicles of various types has brought about a revolution of time-honored methods for delivering goods that has caused many merchants and manufacturers to sit up and take notice. When competition is keen the owner of one of these fast-going delivery wagons is naturally universal and is doing the work for which it is designed.

Every day brings new recruits to the ranks of motor trucks, and the number of them is increasing so rapidly that the difficulties experienced in the initial stages of the industry are unheard of now. The motor truck is a new product. Important installations of power delivery wagons are heard of on every side. Where formerly only a few carriers were purchased as experiments, large industrial and mercantile concerns are now placing orders for a uniform equipment of from twelve to fifty trucks. Such orders are naturally going to the older manufacturers whose product has withstood the hard usage and rough handling of the pioneer days.

Get Veteran Advice.

The company having in successful operation the largest number of trucks, under the most trying road and climatic conditions, is naturally under the law of the survival of the fittest the greatest beneficiary in times like these. Competent advice cannot be expected from a prejudicial or restricted source. It is a sounder policy to seek the advice of a man who has been through the mill, and who has the benefit of the experience of a long career in the business. It is the hardest factor that enters into human existence. Progress is only won through friction. Money in business is amassed by the economies through which profits are conserved in the process of carrying on that business.

Everything mechanical which will contribute to legitimate more making in business becomes a necessity. You may not agree with the writer at this moment that the motor truck is a necessity, but you will awaken to this reality when a considerable falling off in your business is noted because of quicker service by a competing house.

Fast Newspaper Delivery.

In a recent demonstration of the utility and economy of rapid motor trucks for a

morning newspaper the writer was told if he could deliver two of the longest and largest routes in the same time that it took two one-horse wagons to accomplish it an order for ten trucks would be placed immediately. There was little time to arrange the two routes into one, so that the greatest economy would obtain. It was necessary to cover same hit and miss, which meant doubling back and retracing a good deal of the territory. The truck used for the demonstration was the same one-ton stock model which carried the Glidden tour of 1907-08-09-10, the last considered by all entrants as the best endurance run ever attempted. Leaving the newspaper office at 3:27 a.m., an hour later than the regular schedule for the horse-drawn vehicles, for the circulation manager was asked to give the most difficult task, in his opinion, that the truck would be expected to withstand, the two routes, consisting of 3,100 papers of twenty-four pages, with 153 actual stops, covering a total distance of 21.8 miles, were delivered in exactly two hours and fifty-five minutes.

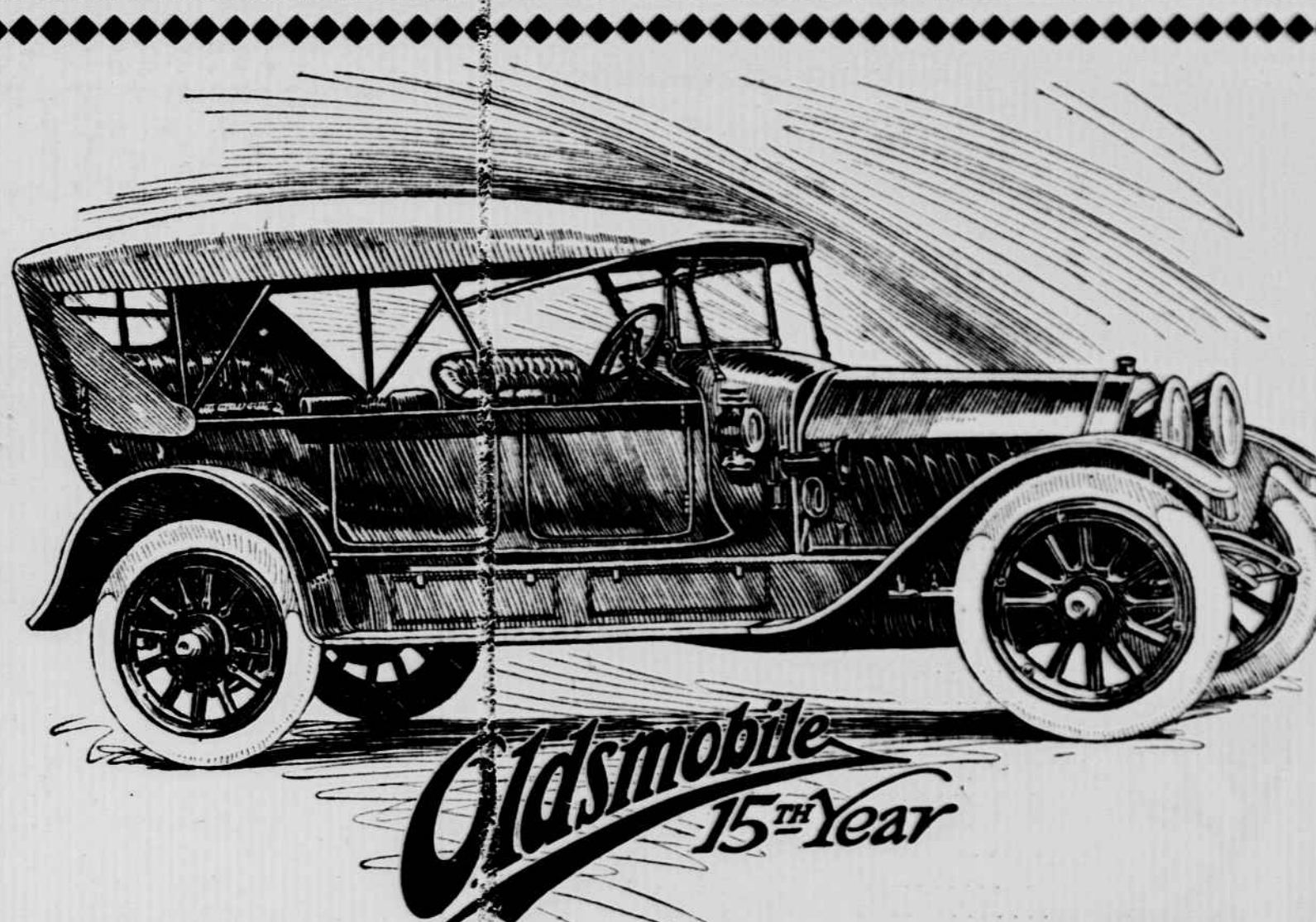
Time and Money Saved.

The truck was then utilized for making collections, which means traversing the route. This was accomplished by 11 a.m. The truck was in the garage, and carriers and drivers were in bed by noon. Now, then, what was the expense of this trip? Taking gasoline and oil consumption, depreciation and interest on investment, the actual cost of running the truck was 98 cents, and it was in better shape, after a few minor adjustments and cleaning, than it was before making the trip.

I purposely leave out the matter of driver's salary, for, in the case of a truck, the driver is a man who will deliver the goods quickest. Even with the attendant minor troubles due to inexperienced drivers or to persons who will not use horse sense in operating the auto, the casual observer cannot fail to see that the commercial motor vehicle is becoming universal and is doing the work for which it is designed.

Fitting a Gasoline Float.

Every driver feels the need of a float for showing the height of the gasoline in the tank, though only a small percentage of cars are so fitted. A simple method of fitting a float to any tank without cutting the tank open is this: The ordinary filling cap is removed, and centrally in it is made a hole. Through this hole is passed a nipple, which is soldered in place. The nipple is formed with a shoulder providing suitable holding surface for the solder in spite of the usual thinness of the filling cap. Through this nipple is passed a wire, which is attached to a float. Replacing the filling cap, the float will rise and the wire passing through the nipple will indicate how much fuel there is in the tank. Generally speaking, it is advisable to make the float to withdraw from the tank with the filling cap. For this purpose, the end of the wire can be riveted over, or provided with a ball. On the top of the nipple is screwed a cap, which normally keeps the float down. Directly the small cap is removed, the float will rise. Of course, the float is made sufficiently small to pass through an ordinary filling opening, and care must be taken not to damage the float when the cap is removed. As a usual thing, the float is made of a material which is sufficiently buoyant in gasoline, and nothing like so buoyant in water is much time can be saved by first testing this point.



THE Oldsmobile Six has been well described as "a new car with old traditions."

New, because it represents the very latest and the very best in advanced improvements and refinements of body design, chassis and equipment; old, in the Oldsmobile traditions for rugged strength and confidence inspiring ability—traditions of fifteen years' standing. This combination is practically unique among manufacturers of high-grade, six-cylinder cars—and worth the critical analysis of every purchaser.

Power and flexibility is a dominant feature—slow traveling on direct drive, with smooth and especially rapid acceleration. Thus the car is a delight to handle, in traffic on the open road.

The Delco self starter, lighting and ignition system, the best known positive device, is regularly used. The eighty ampere hour storage battery has sufficient energy to drive the car on electric source only. A power-driven air pump for tire inflation is attached to the motor.

Seven-Passenger, \$3,350 Five-Passenger, \$3,200 Four-Passenger, \$3,200

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FIRST AID TO TIRES

Many Ways for Motorists to Substitute Air.

OATS AND WATER GOOD

Sawdust, Gunny Sacks and Rope Have Also Helped in Emergencies.

It is a popular saying that "air is the one thing in which there is not a monopoly"; yet air proves a most difficult and elusive commodity for the motorist who is stranded on the road, with all his inner tubes hopelessly "busted" and no chance to make a repair. For there are times when all the cement and all the patches, even though available in ample quantity, will not suffice. And at such times there must be a roadside substitute for air. Happily there are several such substitutes, any one of which will make it possible for the motorist to get his car home, or even proceed on his way.

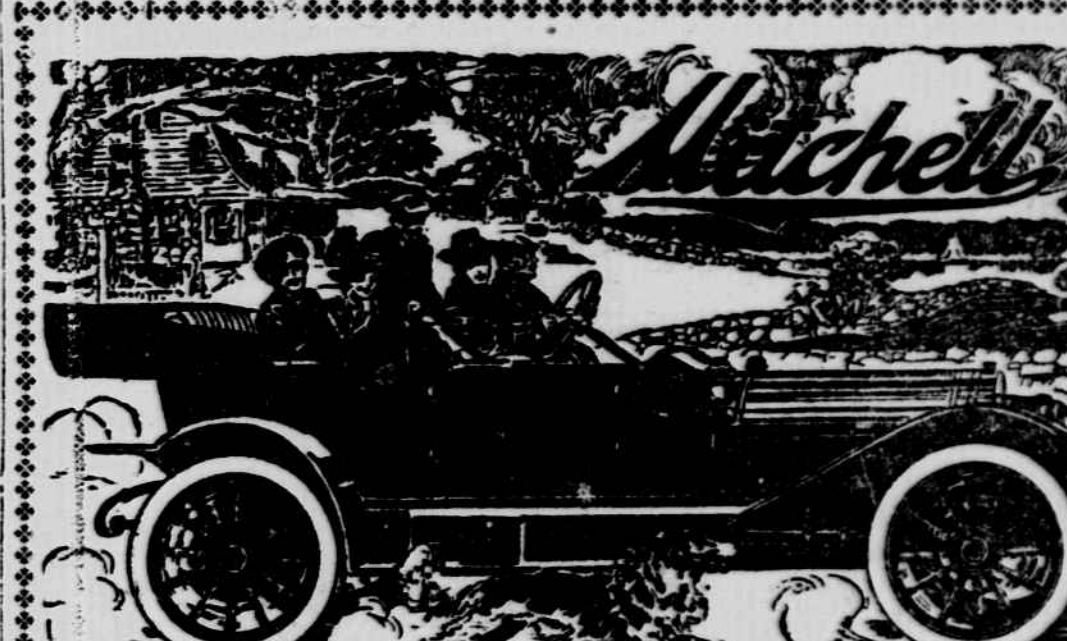
Many who drive cars have heard that oats make a good substitute for air. A motorist was out with a merry party on a trip recently, when two blowouts in rapid succession put the extra inner tubes out of business. Repairing the tubes was out of the question. So the injured tire was removed from the rear to a front wheel, and poured in water. In less than five minutes those oats began to swell; and they had to hurry to get the tire clamped on. The water was then poured out, and before going many miles it was apparently on the verge of bursting. It can be stated with a certainty that oats, given wet, make a good roadside substitute for air.

Rope Will Suffice.

Another substitute consists of removing the inner tube and filling the case by wrapping or winding the wheel with heavy rope. Several windings were taken, and the tire fastened over this. The rope serves very well to hold the case in form. It is necessary to use pieces of rope, and take even mind windings than seem necessary. It is wonderful how the weight of a car will flatten out a tire, even though it gives every indication of being firm.

Sawdust has been used to fill a tire when nothing else availed. A sawdust pile, however, is often as far away as a garage, and will not prove very helpful to the stranded motorist in the middle of country. As was done with the oats, the sawdust proved efficient only by being dampened.

Straw also has often been used to fill an automobile tire, and will serve fairly well if stuffed in very tight. The main difficulty with this substitute is its tendency to "chew up" and go into chaff when the heavy work of transportation begins.



All Models of the Mitchell On Show During Carnival Week

Don't fail to visit our showrooms during Carnival Week. See the

Mitchell 4-cylinder, 5-passenger Touring Car, 40-horsepower motor, electric self-starter, electric lighting, completely equipped, \$1,500.
Mitchell 6-cylinder, 50-horsepower Touring Car, \$1,850.
Mitchell 6-cylinder, 60-horsepower Touring Car, \$2,500.

We will be open every evening during Carnival Week, and will be pleased to demonstrate the Mitchell. Souvenirs for all.

H. B. LEARY, Jr.
1321-23 Fourteenth Street
Phone North 4434

INTERESTING TO MOTORISTS

Soaked Carburetor Floats.

Many carburetor floats are likely to be soaked with gasoline after considerable use, and this naturally increases the weight, so that the gasoline rises above the float level and causes flooding of the carburetor. This tendency can be overcome with a little care at first hand, which need not be repeated and which will serve to get the car home, provided the injured tire is on a front wheel. Should the injury occur on a rear wheel, and it becomes necessary to employ a makeshift, the tire in which it is employed should be changed to the front. It will make steering a little awkward, but is far less steering on the car, especially on the difficult curves.

Gunny Sacking Is Good.

A car was driven fourteen miles over a mountain road at one time with a front tire stuffed with gunny sacking. This was the best substitute for air available. A half dozen sacks were used, each being rolled tightly and wound round the wheel with the rim, inside the casing; then the case was clamped on.

Flickering Acetylene Lamps.

Occasionally in cold weather a flicker develops in the acetylene lamps and the driver, generally places the blame on the lamp, or tank. As a matter of fact, the cause of trouble is usually the rubber tube, which a small amount of water has collected through condensation. The easiest way to drain this tube is to

cut it at its lowest point and after draining it thoroughly connect the two parts by a short section of copper or brass tubing. By doing this the line may be drained without trouble whenever it may be necessary. The tubing making up the gas system should, of course, slope downward from the tank to the draining section and then up to the lamps, so that any water formed by condensation may be kept from the lamps and the tank, and may be easily removed from the connecting section inserted as described above.

Preventing Radiator Leaks.

Sometimes it is found that the older types of cars have not been fitted with flexible connections to protect them from the results of any small amount of frame distortion, and in this case the radiator can be rendered less likely to leak if a pad of thick rubber matting be inserted between the bottom of the radiator and its supporting point on the frame. This has the effect of greatly reducing vibration, which is the cause of many leaking radiators.

Don't Run on Car Tracks.

The number of drivers operating cars so that the tires are run carefully upon the street car rails do not seem to realize the harmful results. The fine particles of steel which are constantly worn from the rails and the sharp edges of the guard rails upon turns will shorten the life of the average tire to a great extent, as the tires are damaged by these fully as much as by sharp sticks and stones.

WARREN "6" SEVEN-PASSENGER TOURING CAR.

